

**DEPARTMENT OF TRANSPORTATION****DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000463**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 16-Nov-2007**Location:** Changxing Island, Shanghai, China

**Submittals(New / Total):**      **CWR's:** 17 / 47      **HSR's:** 0 / 10      **NCR's:** 0 / 13

Item	Title	Detail
1	Critical Weld Repairs (CWRs)	Today I reviewed the re-submittal (Revision 03) of CWR's 002-018. The CWR's were submitted to make repairs to longitudinal stiffener welds on the tower mock-ups where the repair length exceeded 10% of the cumulative length of the weld. The CWR's were approved as noted with the following comments: 1) the Contractor indicated "weld size" it should read "weld length" 2) the modified procedures need to be addressed in the Contractor's fabrication procedures.
2	Key conversations	I met with Gene Rosamelia and John Hamer (ABF) to discuss the critical areas of the Tower Anchorage Template before painting was to begin next week. ABF would like to meet early next week at the template to positively identify the markings for control points and template sectors. We also discussed the use of the four insert templates (at T1 lifting lug locations) which are being made by KFM at the jobsite.
3	Other important observations	At approximately 0900 hours, I performed a walk-through of the Tower Fabrication work. During the walk-through I observed the following: 1) 77-m Mock-Up: MT was being performed on one of the two diaphragm flange rings 2) 89-m Mock-Up: The longitudinal stiffeners were being prepped for welding on the Skins A and D and welding was being performed on the strut façade plates, the diaphragms and diaphragm stiffeners plates were assembled and welded; however, the weld access holes in the corners of the stiffener plates still needed to be cleaned out with a burr grinder 3) 114-m Mock-Up: the longitudinal stiffeners were being welded to Skin C (Lower) and the long stiffener welds were being examined by Ultrasonic Testing on Skin D (upper or lower could not be identified). 4) During the walkthrough I could not locate the work being performed on the tower struts.
4	Key conversations	During the Daily Stand-Up meeting, ABF indicated they were not planning to augment ZPMC with Lead Quality Control Inspector's to inspect the welds for the tower struts which are designated as SPCM's. After the meeting it was agreed, by both METS and Construction, that the

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requirement to have a Lead Quality Control Inspectors for the SPCM material would not be enforced on the Tower Mock-Ups; however, ABF would be informed that this will not be allowed during production. Jim Merrill stated he would go and discuss this issue with Mr. David Williams (ABF).

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<b>Inspected By:</b>	Smith,Ryan	Quality Assurance Inspector
<b>Reviewed By:</b>	Wahbeh,Mazen	QA Reviewer

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